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STATEN ISLAND

BY

CALVIN D. VAN NAME



A REPORT BY THE PRESIDENT OF
THE BOROUGH OF RICHMOND
TO THE MAYOR



PUBLISHED JUNE, 1921



CALVIN D. VAN NAME

*President of the Borough of Richmond
during the World War*

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CITY OF NEW YORK
PRESIDENT OF THE BOROUGH OF RICHMOND

CALVIN D. VAN NAME,
PRESIDENT OF THE BOROUGH

January 6, 1920.

Honorable John F. Hylan,
Mayor of the City of New York,
City Hall, Manhattan.

Sir:

In accordance with Section 383 of the Greater New York Charter the annual report of the President of the Borough of Richmond for the year 1919 is herewith submitted. Included in the report are detailed records of the operations of the bureaus of the Department of the President of the Borough of Richmond. This report is also accompanied by a number of photographs and exhibits in illustration of features of the same. There will be found data indicating the manner in which the appropriations of public funds have been expended or authorized, and details as to the collection of moneys received by the borough administration for various purposes during the calendar year.

During the World War the administration of public affairs in this borough took on aspects and conditions that were new in municipal government. I was the President of the Borough, having served since July 29, 1915, and having been elected and re-elected by the people of Staten Island. All of my time and energies were directed to the war after the formal declaration of hostilities April 6, 1917. The paramount matter in this department was aiding in the winning of the war, and all other matters were made secondary thereto.

In consequence of the war, rates for labor and the cost of materials entering into public work advanced above all rates and costs that ever existed before. Men would not work for the limited wages allowed by

the Board of Estimate, and they constantly depleted the forces by going into nearby shipyards for the higher wages paid there.

I had the honor of serving the City as President of this Borough over two years prior to your inauguration as Mayor, January 1, 1918, but I was very much restricted because of a deplorable attempt to settle upon this Borough a garbage reduction plant, on Fresh Kills, to receive and dispose of the garbage of Manhattan, Brooklyn and Bronx.

There was but the smallest measure of home rule allowed to this Borough during the balance of that City Administration.

With the advent of January 1, 1918, however, new conditions obtained which have brought about much progress and much encouragement to people desiring to make Staten Island their home, and to business men and leaders of industry desiring to take advantage of the opportunities our Borough affords.

In the summer of 1918 by your orders an end was put to the garbage reduction nuisance on Fresh Kills, and your fatherly assurance was given to your people here that it never would recur. It never will recur. As an aftermath there are remaining two actions at law against me in my official capacity, now pending in the Supreme Court, claiming damages for several hundred thousand dollars, alleging in the pleadings that it was because of violent opposition by me that the enterprise was ruined, and the objectionable activities suspended.

Under new conditions, and with the hearty support of the City Administration, the work of my department has been planned and carried on in a manner gratifying to our people.

Staten Island

Dutchmen, the first white settlers of New Amsterdam, upon their arrival, sailed past the shores and hills of Staten Island, and some of them attracted by its promising appearance decided to settle here.

They found on Staten Island, rivers, creeks, bays, miles of deep water, sandy shores, and heavily wooded hills. Further, they were able to obtain with ease an

abundance of game, fish and oysters. They found the soil adapted to the raising of vegetables. To them the double vocation of fishing and farming was profitable. This had the characteristic of two chances for food for their families, one on the water and the other on the land. Dutchmen, Walloons and Huguenots came, and for the next two centuries increased, and they adopted the same ways of life, making Dutch their common language.

Some of the names, other than family names, that have survived are Kill (stream or short river), Robbens' or Robyns' (seals') Reef, Prince's Bay (bay of the Prince of Orange), Kill Van Kull, Achter or Arthur Kill (the kill behind the land), Fresh Kill, Groote Kills or Great Kills, Holland's Hook (Hook van Holland), (corner of Holland), Huguenot, New Dorp (Newtown), Staten Island (Staaten Eylandt), Clove (cleft or cut between the hills).

The Indian name of Staten Island was Aquehonga Monadnock (the island of forests). The Dutch name was Staaten Eylandt (the island of the Staats General, which was the ruling body of the Netherland). The English name was Richmond County.

In 1776 one hundred English ships anchored in New York Bay, and a large army of English and Hessian soldiers under General Howe took possession of Staten Island and fortified all of the important points to protect themselves against the Americans who assembled in large numbers on the New Jersey shore.

For the purpose of making a last effort to bring about peace between Great Britain and the Colonies, General Howe met for conference Benjamin Franklin, John Adams and Edward Rutledge, representatives of the American Congress, in the Billopp house, Tottenville, but nothing came of it, and the war continued.

This Billopp house is still standing, and in fairly good repair. Efforts have been made in vain by patriotic societies and others to induce the State of New York to purchase and preserve the historic building. Recently I have applied to the Board of Estimate for an appropriation with which to purchase it, and preserve the building and grounds. Failing to obtain a

direct appropriation I will in conjunction with the historical societies request of the Board of Estimate that the same be acquired for park purposes, to be a part of the park system of the City of New York, and to be known as the Billopp House Park. I urge the active aid of your Honor.

In 1858 an event took place in which your Honor has shown considerable interest, and asked several questions. At the time it caused wide excitement. It was the burning of the old Quarantine hospital at Tompkinsville by citizens of the county, who after having protested in vain against the presence of a yellow fever hospital in their midst, took the law into their own hands and applied the torch.

The State Quarantine Hospital buildings were located on land at Tompkinsville, north of and adjoining Arrietta Street, and through which now runs Bay Street.

Determination to which a community may in very desperation be driven by a persistent course of oppression even when pursued under the cloak of State authority is well illustrated in this Quarantine case.

Strong opposition had been made by Staten Islanders. Cases of yellow fever occurred among people residing outside the walls of the grounds as early as 1848.

Later the Board of Health of the Town of Castleton was organized. In July, 1858, Dr. Mundy of the town board of health reported that efforts of the board were ridiculed by the State authorities, and that the State authorities looked upon the lives of the people of Richmond County as a matter of secondary importance, and hardly worth consideration.

At a meeting of the board on September 1, 1858, a resolution was adopted reciting the grievance and its long continuation, and ended in these words: "Resolved that the board recommend the citizens of this Town and County to protect themselves by abating this abominable nuisance without delay."

And they did. On the next night (September 2, 1858) citizens entered the Quarantine enclosure, and, after removing the patients from the several hospital buildings, set fire to and burned down every building connected with the establishment.

The governor of the State declared the island to be in a state of revolt, and sent over several regiments of militia.

No person was punished for any complicity in the matter, but the county paid for the property destroyed.

The buildings were never rebuilt.

The State endeavored to establish a hospital on what was known as the Wolfe farm at Seguin's Point, Prince's Bay, in the Town of Westfield, now the Fifth Ward of the Borough of Richmond; the buildings were erected, patients suffering with infectious diseases were treated, but a disease spread to some part of the town. The people of Westfield exercised less leniency and patience than did the people of the Tompkinsville end of the island. The Westfield people had a few quiet meetings, and resolved to protect their lives and to face the fiercest punishment the law could inflict.

When the citizens were ready they were given the signal at night by a trusted agent, and a number went to the hospital buildings, removed the sick, applied the torch, and flames were soon issuing from the buildings. They returned other nights, until all the buildings were reduced to ashes. The vigilantes moved with the utmost caution. In the daytime they scarcely recognized each other, as detectives infested the community.

Later the State again erected some cheap structures on the same land to serve until suitable buildings could be constructed, but they were no sooner raised than the torch was again applied by masked men, who were the leading citizens in that section of the island.

Likewise in this Seguin's Point case no one was punished for any complicity in the matter, but the county paid for the property destroyed.

In 1860 Commodore Cornelius Vanderbilt, a native of Staten Island and the owner of the ferry between Manhattan and the east shore of Staten Island, built a railroad from Clifton to Tottenville. In 1889 his family constructed a great mausoleum on the highest ground of Moravian Cemetery at New Dorp, and in this are the body of the great man, who was the founder of the Vanderbilt fortunes, and the bodies of

his direct descendants bearing the Vanderbilt name. From the steps of this great tomb is a wide view of the Atlantic Ocean, Long Island and Sandy Hook. The spot is daily visited by scores of tourists, the highway to it being in perfect condition, flanked by rare and costly flowering shrubs selected by experts because of their great beauty.

During the Civil War Staten Island furnished far more than its quota of soldiers, many of whom laid down their lives for the preservation of the Union.

About 1880 Erastus Wiman, believing in the commercial advantages of Staten Island, secured control of the railroad built by Commodore Vanderbilt between Clifton and Tottenville. Mr. Wiman then built the Staten Island Rapid Transit Railroad from South Beach by way of St. George to Holland's Hook, and in place of several ferries to Manhattan, established one from St. George. The large railroad drawbridge which spans Arthur Kill was also erected through his influence, giving Staten Island direct rail connection with the railroad trunk lines south and west.

In 1895, systems of electric street cars were installed on the north and east shores and between Port Richmond and Concord.

In 1898, Staten Island became a part of the City of New York under the name of the Borough of Richmond.

In 1904, the ferry between St. George and Manhattan was purchased by the city of New York, and operated by the Department of Docks and Ferries; and in 1905, the five large ferryboats all of the same size and character were constructed, and paid for by bonds of the City. They were named Manhattan, Brooklyn, Bronx, Queens and Richmond. They were superior to all ferryboats, and fully complied with the specifications of the contracts as to quality, durability and speed.

Among prominent men who resided on Staten Island were William Howe, Commander of the British forces in the War of the Revolution; Thomas Dongan, Governor of the Province of New York, and Earl of Limerick; Aaron Burr, Vice-President of the United States; Daniel D. Tompkins, Governor of the

State of New York, and twice Vice-President of the United States; Commodore Cornelius Vanderbilt, William H. Vanderbilt, Joseph Garibaldi, the Italian Liberator; Santa Anna, President of Mexico; Ralph Waldo Emerson, Nathaniel Hawthorne, August Belmont, George William Curtis, Erastus Brooks, William Winter, Edgar Wilson Nye (Bill Nye), Father John M. Farley, curate in St. Peter's Church, New Brighton, who afterward became Archbishop of New York and later Cardinal; Edwin Markham and Charles Sumner Burch, afterward Bishop of the Episcopalian Diocese of New York.

Staten Islanders are a proud people, and justly so.

Nowhere on the American continent is there a place more favored by nature than is their island home. Its beautiful hills, commanding views of the ocean, its magnificent forests, its lakes, its seashore, its climate, tempered by the proximity of the ocean, combining to make it an ideal human habitation. Those who live here love it, and the thoughts of those who have left it often turn with an affectionate memory to the happy days spent among its hills and forests.

Six miles south of City Hall, Manhattan, or an equal distance south as 100th Street is north of City Hall, are 36,000 acres of the City of New York; comprising an area almost three times the size of the Borough of Manhattan, and which on account of natural advantages is unequalled for residential, business, or industrial purposes.

This area of fifty-seven square miles comprises the Borough of Richmond, or Staten Island, and is the most southerly part of the City of New York.

Staten Island with its elevations, its natural terraces, its hillsides and valleys, is the available asset of the dense population of New York City.

The Borough of Richmond is composed of Staten Island, and several small islands. The most important of the small islands is Shooters Island, upon which is a great shipbuilding plant.

Staten Island and the small islands also comprise the County of Richmond. In other words, the Borough of Richmond and the County of Richmond are the same area.

The Borough constitutes eighteen per centum of the area of the City. It is almost as large as the Boroughs of Manhattan and Bronx combined. It is third in size of the five boroughs. Its length is thirteen and one-half miles from northeast to southwest, and its greatest width nearly eight miles. Richmond is the least populated of the five boroughs, and has 2,027 people to the square mile.

The distance from St. George in Richmond to the Battery in Manhattan is about five and one-half miles. The distance from Fort Hamilton in Brooklyn to Fort Wadsworth in Richmond is about one mile. The population is 120,000. The assessed valuation is \$110,000,000. For interior communication Richmond has twenty-three and one-half miles of double track steam railway, used for freight and passenger service, and thirty-six miles of trolley road, twenty-nine of which are double tracked.

It has the following ferries:

Municipal Ferry to the Borough of Manhattan, twenty-three minutes.

Ferry to Bay Ridge, Brooklyn, fifteen minutes.

Ferry to Bergen Point, Bayonne, New Jersey, five minutes.

Ferry to Elizabethport, New Jersey, five minutes.

Ferry to Carteret (Roosevelt), New Jersey, five minutes.

Ferry to Perth Amboy, New Jersey, six minutes.

In shape it is nearly a triangle, separated from Manhattan by upper New York Bay, from Brooklyn by the Narrows, and from New Jersey on the north and west by the deep waters of Kill Van Kull, Newark Bay and Arthur Kill. On the southeast side, which is the longest side, it is washed by the waters of Raritan Bay and the Atlantic Ocean.

The aim of the civic societies of Staten Island is to evolve a Borough which will be conceded to have all the benefits of suburban life, and at the same time have the worthwhile advantages of a large city.

This Borough is one of the most beautiful parts of the city, and has drives, walks, lakes, streams and wonderful views.

It lies at the gateway of the greatest port in the world.

It has high ground, perfect drainage and good water.

The interior is remarkably beautiful. It is largely a park, and is in its pristine beauty. There are hundreds of acres of the finest of trees which have been growing for centuries. Scores of miles of the finest macadam highways pass through wild hedges to and from important villages, and the Borough Government forbids the cutting or trimming of these hedges, which are indeed beautiful, and of a rarity unknown elsewhere in a large city.

There are valleys, rivers, inlets and bays. There is much high land in the interior, and there is high land on the edge of the water. The hills at Fort Wadsworth are the last land of the city passed by tourists when leaving port, and the higher hills of the island are the first land of Greater New York seen upon their return.

Many poems and stories have been written in praise of this "Gem of the Bay," but not exaggerated, as can be verified by a ride over inviting highways and along enchanting shores.

The interior of our Borough is ideal for homes. There is a rise from the shore to a height that is unequaled anywhere on the Atlantic Coast.

A gem of country—of verdant richness; a place of interesting history, of quiet highways and byways; a place for relaxation and healthful neighborly life—that makes a home worth while—translated to the heart of the greatest city in the world.

On the shores there are miles of the safest bathing beaches, upon which thousands enjoy themselves every pleasant summer day.

During the past two years the increase of population has been large. Business of all kinds has been revived and is now thriving. Wages are high, and work is plentiful for all.

I am convinced that the next census will show returns that will be very gratifying to many people who within the past two years have made large investments here.

I am gratified because of the development of the borough.

Staten Island's twenty-one miles of unequaled frontage upon deep water make the Borough of vast importance to the city in its efforts to maintain the present supremacy of the Port of New York.

Its docks as compared with all others of the port will be nearer the ocean, nearer American coast ports, and nearer Europe.

The direct rail communication with the south and west with which Staten Island is favored makes it the natural gateway for foreign trade.

There are thirty-five miles of waterfront encircling Staten Island, divided as follows:

Fort Wadsworth to St. George Ferry, 2.8 miles.

St. George Ferry to the pier of Procter & Gamble, opposite Elizabethport, 5.7 miles.

Procter & Gamble's pier to Ward's Point, opposite Perth Amboy, 12.7 miles.

Ward's Point to Fort Wadsworth, 14.2 miles.

In all, to be exact, 35.4 miles.

The commercial waterfront upon deep water now ready for development from Fort Wadsworth north, west and south along the Narrows, Kill Van Kull, Newark Bay and Arthur Kill is 21.2 miles. The outside water frontage on Raritan Bay and the ocean is 14.2 miles.

During the past year 1,629 American ships and 2,832 foreign ships entered New York Harbor. New York is the greatest of all sea ports.

Manifestly, the chief factor in the success of a port is its connections by land and water with inland points. These connections are by railroads, rivers and canals. A seaport is a funnel through which commerce of a country flows. Railroads and waterways are the feeders of a port. The important port question is how to collect merchandise at its points of production, and deliver it to the ships, with the least effort and expense. If a railroad brings the goods to a port it is essential for cheap handling that the cars run directly to the dock where the vessel loads. It should be possible to unload the ship at the dock upon cars which can deliver the cargo to any

destination. Or to discharge it overside to canal boats, barges or lighters for delivery at waterside warehouses, or by inland waterways if so consigned. As a foreign shipper favors a port where handling charges are known to be moderate, a slight difference in the cost of handling frequently determines at which port a vessel will discharge.

The harbor of New York because of its natural advantages is the City's greatest asset. Each one of us spends more for the unnecessary handling of commodities which go to supply our everyday need than we spend for our subway or street car travel. The development of the harbor and the maintenance of the facilities on a high basis of usefulness mean more to every citizen of New York than efficiency in any other activity.

Since the beginning of the war the port of New York has been the main channel through which goods have been shipped to our Allies. Through the Kill Van Kull and Arthur Kill in one year, 1916, there were carried 36,998,965 short tons, valued at \$978,000,000. In 1915 the tonnage was 32,421,950 short tons, valued at \$520,500,000. In one year there was an increase of 4,500,000 tons. There are men with whom the prosperity of the port is not of importance, and they have asserted that conditions for receipt and shipment of goods were not as they should be. If conditions were really bad it would be difficult to explain the growth of the commerce of the Port of New York under the differential railroad rates in favor of other ports on the Atlantic coast.

New York is a harbor of islands connected by belt line of floating and sailing lighters that has developed a unique facility unequaled in any port of this or any other country, and no handling devices or machinery can alter this condition, or improve the situation so long established, and proven so efficient in the volume of business handled in comparison with other localities.

There are four very important features necessary for the proper location of a modern terminal in the Port of New York, namely: deep water, direct all rail connection with the hinterland, a situation within the limits of free lighterage delivery, and accessibility for

trucking from Manhattan and Brooklyn. Staten Island's waterfront embodies all of these desirable features. This Borough has the largest area, in the city, of unimproved deep waterfront, available for development of port facilities.

It has been carefully estimated that the large tonnage of cargo steamers is distributed as follows: seventy-five per centum goes to the railroads for transportation, fifteen per centum is held for storage, and ten per centum for local delivery in Manhattan. Therefore increased facilities should be created with a view to the handling of rail consignments in the most direct and modern way. Staten Island claims the distinction of being the only borough having direct all rail connections with the various trunk lines of railroads to the South and West. This is by means of the railroad bridge crossing the Arthur Kill and linking Staten Island with New Jersey. It is a special advantage not enjoyed by any other borough. This facility is much appreciated by shippers on Staten Island, especially in stormy winter weather when floats and lighters are tied up or delayed by ice or fog.

For years one thousand feet piers existed only in Manhattan and Brooklyn, but now Staten Island has a number of them, and plans have been decided upon, and the capital made available for others.

These piers are located on the east shore of the Borough. This locality for docks and warehouse business offers ideal features. A careful study has been made by me here and in Europe of the various facilities of ports, and I confidently state, after an examination of the plans of the proposed new terminals, that they will not only be of the latest type of improved development, but also most satisfactory for the commercial needs of our port.

Erastus Wiman, father of the plan of connecting Staten Island with New Jersey by means of the railroad bridge across the Arthur Kill, had the right idea as to the future of this Borough, when he stated that "here the products of a nation would meet the tonnage of the world."

The only part of the City of New York that is on the west shore of the Port of New York, and the part

of the city that can compete with the rapid development of the shore of New Jersey, is the Borough of Richmond with its miles of deep water frontage. This is a part of the city where the railway trunk lines can transfer at the side of the ship, rendering lighterage and towing about the harbor unnecessary. All railway trunk lines are on the west shore of the Port of New York. This Borough has the advantage of being able to receive the products of the West and South at piers where they can be put aboard ships destined for foreign ports, without the great expense of lighterage which sometimes amounts to as much as the expense to the railroads for their part of the transportation from the distant inland points.

To illustrate, let me state that you can transport coal from New York to Buenos Aires as cheaply as you can transfer it from one pier to another in New York Harbor.

A bushel of wheat will move the thousands of miles from Argentina to our own Atlantic seaboard under a light ocean freight charge of ten cents.

On the waterfront of Staten Island piers as long as 2,000 feet may be built into the waters of upper New York Bay and Raritan Bay, which would be miles nearer the ocean, and miles nearer the South and West than the piers of North River and East River.

Miles of the deep waterfront of Staten Island are as near the great West as the waterfront of Newark, and nearer the great South. Similarly, our waterfront is nearer both the West and the South than the waterfront of Weehawken, Jersey City and Bayonne. Compared to the North and East Rivers, we have waterfront miles nearer Philadelphia, and miles nearer Wilmington, Baltimore, Washington and Pittsburgh. Miles nearer all points south and west for reshipment from boat to rail or vice versa.

It is most discouraging to the owner of ships who has invested large sums of money therein to have his vessels delayed for hours upon arrival in port on account of weather or harbor conditions.

The length of a steamship was formerly five hundred feet. To-day it is a thousand feet. In other words it has doubled in length. Who will say that the

steamship of to-day will not double in length in the next twenty years?

There is now in operation along the whole length of the north and east shores of Staten Island the finest and most complete marginal railway connecting all piers with the trunk lines to the South and West—railway connections with the South and West, direct, now existing, and now complete. Much has been said of the importance of marginal railways. Our marginal railway is of the heaviest construction, and is built between high and low water marks, crossing all existing piers, and on a line which intersects the plans of all future terminal improvements. This waterfront is the ideal of the students of improved harbor terminals—a waterfront where piers may be so constructed that thousand foot ships may load and unload, with trains of cars on one side, and scores of barges in the wide slips on the other side.

The Commissioner of Docks fully appreciates the importance to the city of these facts, and the engineers of his department are busy preparing plans and specifications for twelve modern city piers, each to be twelve hundred feet in length, and to be equipped with rails for the trains of the trunk lines, and with up-to-date appliances for loading and unloading in the most rapid and economical manner.

Within two years there will be on the east shore of Staten Island more space at piers for ocean freighters than now exists at the piers of Manhattan.

Some of the new piers will be double decked, with depressed railroad tracks on each side, electric cranes, belt conveyors, chutes, and elevators. They will be two hundred and nine feet in width.

The first of these new piers will be ready for occupancy September 1, 1922. The piers will give six miles of wharfage; forty-eight ships will be able to berth at one and the same time—more than can berth at one and the same time in Manhattan. Ten million tons of freight will be handled annually. The cost of the piers will exceed \$25,000,000. Compared to any kind of wharves now in use these proposed new docks should be called super-piers. When under construction they will look like a forest of piles. There will

be driven a fairly good size forest of the finest southern pines into the water. More than seventy thousand trees are going into the water to support the new docks. These new piers will be the finest in the harbor. They will more than double the deep water wharf space available in the city for transatlantic steamers. The construction was decided upon definitely at a meeting of the Board of Estimate and Apportionment held July 18, 1919, and I had the honor of offering the resolution.

Navigation from the ocean to the east shore of Staten Island is without effort. When passengers land from ocean steamers on Staten Island half a day is saved by them which would be lost if they remained on the ships and sailed north into the North or East Rivers. Particular comment was directed to this fact upon the arrival of Cardinal Mercier in this port; almost a day was wasted by his remaining on the ship and navigating the Hudson River when he could have landed on Staten Island and reached Manhattan in less than an hour. A great deal was said about this waste of a day, and much attention was drawn to this advantage possessed by the shores of Richmond Borough.

The World War

Staten Island from the first hour took her part seriously in the World War. Recruiting for the Naval Reserve commenced in the Borough Hall immediately after the United States declared war upon Germany, April 6, 1917.

At the time of the signing of the armistice, November 11, 1918, out of a population of 100,000, there were in the Army and Navy over 5,000 young men from Staten Island.

The building that stood on the northerly line of the Borough Hall plot, and southerly line of the new Court House space, formerly known as the St. George Hotel, owned by the City, and having been taken for space for formal gardens to be constructed in front of the new Court House, was turned over by me as Borough President for the use of the Red Cross Society

and for the Navy Young Men's Christian Association in the war activities.

During the war it was filled every day and night with sailors and soldiers, who were furnished meals and lodgings at a nominal charge. The food supplied was wholesome and abundant. No sailor or soldier was turned away from its warm hospitality. The overflow that could not be accommodated with rooms and beds was provided with cots, or slept on mattresses placed upon the floors. They were provided for regardless of the places or States they came from. Hundreds belonged to the warships lying at the anchorage at St. George.

The expense of all this was very largely borne by liberal Staten Islanders who were most cheerful givers, and there was at no time lack of funds.

The Motor Ambulance Corps composed of ladies of the Red Cross Society with automobile ambulances also had headquarters in this Red Cross Building. The members of this Corps were equipped with handsome and becoming uniforms of great utility, giving them a martial and determined appearance when upon their serious work, or in line for escort, or for other service; and they were kept very busy, and gave up a good part of their time to the work of moving sick and wounded soldiers and sailors to and from different places, often from ships to Fox Hills Base Hospital, or to the Marine Hospital.

They became expert chauffeurs. Their bearing was military—marching and saluting according to strict military regulations.

Sections of the Borough Hall were allotted for War Service, which were filled with ceaseless activity during the whole of the war. The work was done by men and women, but the women workers were in the majority.

Let me here take the opportunity of stating that too much cannot be said of the patriotism and hard work willingly done by the self-sacrificing women of Staten Island during the whole period. Nothing was overlooked that could aid and comfort the departing recruit and those depending upon him.

The services of the women extended to the big

General Hospital at Fox Hills, called the Base Hospital, containing over a thousand beds, and to the large Marine Hospital at Stapleton.

In both hospitals, the Richmond County Chapter of the Red Cross has been very active, and the Chapter will continue work as long as men who need help are treated there.

There was a branch of the Red Cross Society in every town on the Island, and ceaseless work was performed by the members.

No task seemed too arduous for these noble women.

Staten Island promptly met all the calls of the Government. Of the many war activities nothing was neglected.

Every provision was made for the return to Staten Island of her boys, and all were received with fitting demonstration. All were provided with employment, and for this purpose even more space was set aside in the Borough Hall.

Many of our 5,000 young men were wounded, and one hundred and forty-one made the supreme sacrifice. There will be memorials in the Borough of a fitting character to show in a measure our appreciation of their great service in their country's need. Among other suggestions, a noted chemist and his wife have expressed an intention of purchasing a tract of land for a Memorial Park, improving the same, placing bronze tablets upon a large natural monolith, dedicating it by impressive ceremonies to the dead heroes, and presenting it to the City to become one of the city parks of the Borough.

In March, 1917, when war with Germany seemed inevitable, there was called a mass meeting of the women of Staten Island, and it was held on the 26th of the same month. It was largely attended, and an organization for war work followed, with headquarters in the Borough Hall, where the League has remained in full activity. It was called the Staten Island Women's League for service. The League responded to many different calls for a large variety of services.

Comfort kits and sweaters were provided for all of the recruits, in one instance amounting to five hundred in one day.

Every time a group of recruits left Staten Island for the training camps it was from the Borough Hall, and the Women's League for Service was in charge. It had brass bands on hand to provide music; prominent citizens were present to wish the recruits God-speed, and the Boys left home feeling that Staten Island appreciated the importance of the serious work they were entering upon.

The ceremonies attending the leaving of all detachments large or small were the same. Though the day was hot or cold, fair or stormy, the condition of the weather affected in no way the noble women in carrying out their laudable enterprise.

To give an idea of the thoroughness with which they demonstrated the Borough's appreciation of the service of the young men who left from time to time to fight for their country and to uphold the honored name of Staten Island let me describe the same.

The recruits were received at the Borough Hall where they were presented with food, sweaters and other useful articles, where there would be present relatives and friends and a band of music playing patriotic airs; short speeches expressing appreciation of the importance of the serious work in which the recruits were about to engage were made, and after this the line was formed for the march down to the lower level of the ferry house, headed by the Borough President and other officials, the Aldermen, followed by the ladies of the Motor Corps in their effective looking uniforms, the home service guards in uniforms, the recruits and their relatives and friends. The sight was always impressive, and caused many young men to hasten into the service of their country.

In the Liberty Loan the Women's Committee had their headquarters in the Borough Hall. At the close of the Third Liberty Loan Staten Island had obtained subscriptions for more than three hundred and fifty per centum of its allotted quota, and there was presented to the Borough a large Honor Flag, which thereafter flew daily from the municipal pole in front of the Borough Hall.

Under the guidance of the League there was also in the Borough Hall the headquarters of the War

Savings Stamp Campaign and the Federal Food Administration. It was also engaged in the campaign for the conservation of child life.

In brief, during all the strenuous months of the war the Staten Island Women's League for Service was called upon for work of every conceivable kind, and it is the proud boast of Staten Island women that from the day they organized until the signing of the armistice they never refused a request.

The United States Government acquired by lease 160 acres of rolling land, known as Fox Hills, overlooking New York Bay and the ocean not far distant, for the military hospital called Base Hospital.

Eighty-six buildings were erected with accommodations for a large number of patients, and a staff of 650 nurses, physicians and attendants.

The property is within a mile of the Quarantine Station where sick and wounded soldiers were landed, and are now landed from ships returning from France and other places where our troops have been stationed or engaged in battle.

The hospital is a complete one, and only praise has been heard regarding the efficiency and management of the staff of physicians, nurses and attendants.

I propose that there be constructed in Clove Lakes Park, at the place where the waters of the upper lakes are confined and pass through a narrow outlet under Martling Avenue, and where there now exists a wooden bridge, a Memorial Bridge of natural stone, or a monolith of artificial stone, that will be a monument, and upon which will be embedded bronze tablets, containing the names of the one hundred and forty-one sons of Staten Island who died in the World War.

Clove Lakes Park

The proceeding for vesting title to the tracts of land known as Clove Lakes Park is still pending in the Board of Estimate and Apportionment.

In the area is a chain of lakes with connecting brooks. It is one of the most beautiful natural parks in the great city, and extends from Richmond Turn-

pike on the south to Forest Avenue on the north. Towards the south there is an extension easterly to Clove Road, which by the incorporation of the Clove Road in the Silver Lake Park will cause the Clove Lakes Park to be contiguous to Silver Lake Park.

It is filled with song birds and pretty wild flowers—blue violets, lilies, columbines, wind flowers, hepaticas, spring beauties, and ferns of all sorts and sizes, among ravines and woodlands. There are many picturesque footpaths, charming views, springs and mossy dells. There are acres of forest trees that have been growing for generations. The mirror pool has fascinated students and naturalists; Brook's Falls, an outlet for the overflow of water from Brook's Lake, is a miniature Niagara. With the fish in the lakes are black bass, and other game species of the finny tribe. In the summer there are camps on the shores. The broad brooks connecting the lakes are cataracts through which the water dashing against the boulders rushes from lake to lake.

The lakes are deep and always filled with pure spring water from ever flowing springs, the source of which is said to be the mountains of New Jersey. Summer droughts do not affect the quantity of water.

In one lake is an island which is a favorite camping spot for Boy Scouts. It is named "Treasure Island." There are beautiful views of lake and fen at Sunny Point.

The lakes in summer time are filled with bathers and canoeing parties. In winter, when frozen over, they are playgrounds for skaters and hockey players.

Shipyards

The several shipyards of the Borough have developed into large plants, and have rendered invaluable service to our country during the war.

There have been constructed, launched and completed many ships of the carrying capacity of 7,500 tons, and various war craft which have performed valuable service.

During the war the construction was day and night

without intermission, and there was never a question of the efficiency of the large forces of men working in every plant. At the launchings the joy of the ship-workers was complete as they saw the fruition of their intense labors. For the next half century these staunch vessels will be seen in every clime flying the stars and stripes.

Catskill Mountain Water

The Borough is now supplied with Catskill mountain water from the Ashokan artificial lakes, at the Ashokan Dam, in Ulster County.

The pure water of a large mountain stream that flows through the Ulster County section of the Catskill Mountains is impounded in the Ashokan artificial lakes, one hundred miles distant from the City of New York; thence by gravity it flows to the west shore of the Hudson at Storm King, and by siphon under the river to the east side thereof, and thence to the Harlem River. Flowing under the Harlem River, under the Borough of Manhattan, under the East River, under the Borough of Brooklyn, and under the Narrows to Staten Island, this water, finally, reaches distributing reservoirs in Silver Lake Park.

The number of gallons of this mountain water in the Silver Lake Park reservoirs averages daily 440,000,000. The depth of the water in the reservoirs when full is 35 feet. The size (water surface) of these reservoirs combined is 54 acres. The number of miles of water mains in this borough containing Catskill water is 264.

The Subway Proceedings

Three fourths of the wealth of the State of New York is in the City of New York.

An investigation as to the marvelous increase in value of real estate in the city has satisfied experts that there will be such a big rise in assessed valuations that in 1921 the expansion of the debt limit will reach \$160,000,000. That is, the city will have a clear margin of power to issue additional bonds to the amount of \$160,000,000. That will be the constitutional debt incurring power of the city, in addition to

all existing debts. In other words \$160,000,000 may be spent for new improvements.

Richmond Borough is an integral part of the City of New York, and is entitled to the same favorable treatment that has been bestowed upon the other boroughs.

The city government has been prodigal in providing millions upon millions for the development of transportation facilities in the other boroughs, and has almost ignored all applications for aid in our efforts to develop Staten Island.

The City invested \$121,000,000 in bridges, alone, in other boroughs; and the enormous outlay for subway transit in those boroughs is without parallel in any part of the world.

The utilizing of the miles of water front upon deep water around this Borough must be taken into consideration in the contemplated plans for the further extensive development of the Port of New York, now strongly advocated by the Chamber of Commerce of the State of New York, the Merchants' Association, and other influential organizations.

Attention should be directed to the City of Newark, and its efforts to develop its water front, and its wonderful growth since the City of New York allowed the building of a subway under the streets of Manhattan to connect that borough with it.

As stated above, the shores of Staten Island are the shores of the City of New York that are on the west side of the harbor of New York, and have all of the advantages of the New Jersey shores in respect to location on the west side of the port.

The City of New York must use the shores of Staten Island in its competition with the advantageous shores of New Jersey.

The terminals of the railroad trunk lines must always be on the west shores of the harbor. For on the west shores of the harbor goods may be taken from railroad trains and placed on ships without the waste of lighterage.

Upon the commencement of the construction of tunnels for subway connections to Staten Island the profit to the City will be instant. As soon as the de-

cision by the City to construct the tunnels is made, the building of homes and the influx of population will commence, values for taxation purposes will rapidly increase, the harbor will be more easily developed and business and manufactures of the city increased.

Through the existing tubes the population of Manhattan has been sucked, and deposited in Westchester County, in Nassau County, and in the State of New Jersey.

The proposed Staten Island tunnel would not go to New Jersey, Westchester County, or Nassau County, or to stations of railroads running to those places, but would go to a part of the city, and serve only people who would pay rent within the city, or taxes to the city. It would put population within the city, and not operate as a suction tube to draw population from the city and add it to the population of places outside of the city, as is the case with the existing subways.

Now I ask is this a five borough city, with all five boroughs working together, or is it a city that would just as soon send its people to New Jersey, Westchester County and Nassau County, and let them get their taxes, while New York City furnishes their incomes, and this Borough remains with the damaging handicap of want of proper transportation?

What has Staten Island paid for subways in other boroughs? What has it paid for the support of the Public Service Commissions? Is there an unjust situation? The Public Service Commissions have cost the taxpayers of Staten Island dearly in salaries and administration expenses, yet by no stretch of imagination can it be discovered that one dollar's worth of benefit from this immense outlay ever reached the Borough of Richmond. A more useless expense than that of the support of the Public Service Commissions as far as this Borough has been concerned could not be conceived.

The subways were built by the city at the expense of the city and are owned by the city, and are leased to operating companies.

Issues of bonds, a burden to the entire city, including Staten Island, running into hundreds of mil-

lions, have been made for subways to carry people under the streets of New York City comfortably and rapidly to points in Westchester County and Nassau County as well as to various sections of four of the five boroughs, while annually the home of the man on Staten Island which is assessed, say, at \$5,000 has been taxed to pay the expenses of the Public Service Commissions and interest and sinking fund instalments upon the bonds issued by the city for the construction of the subways just as much as the home of a resident in another borough also assessed at \$5,000, but who is enjoying all the comforts of subways.

Let us see how this operates in figures. Take \$300,000,000 as an easy example, and say that the debt of the city which has been contracted for subways is that amount. In that case in the year 1920 the city will contribute \$13,000,000 for interest and sinking fund payments for that year on \$300,000,000 invested in subways; and this will add sixteen points to the tax rate in every borough, including the Borough of Richmond. In other words, sixteen points of the tax rate in the Borough of Richmond each year are in the levy because the city annually contributes \$13,000,000 for interest and sinking fund payments for the subways in favored boroughs.

What will Staten Island contribute to the city in return for the outlay for a tunnel? The answer is public schools established before consolidation, hospitals established before consolidation, hundreds of miles of macadam highways constructed before consolidation, four ferries to four different cities of New Jersey, great fortifications, Kill Van Kull and its great commerce, beautiful beaches, highest hills on the Atlantic Coast, bays and rivers, great shipyards, manufacturing plants, miles of frontage for commercial purposes upon deep water, and the only frontage of the city on the west side of the harbor, a marginal railway connecting with all the trunk lines to the South and West and of a construction superior to any that the city can hope to possess in any borough, a great area,—picturesque, beautiful, healthful and desirable for homes, and a well-to-do population of thousands of sterling citizens with most patriotic impulses.

The New County Court House

The new County Court House at St. George, situated next to the Borough Hall, denominated in the records of the Board of Estimate as the "Additional County Court House in the Borough of Richmond" is now completed, and ready for occupancy. There will be housed in it the Supreme Court of the State of New York, the County Court of the County of Richmond, the Surrogate, the Sheriff, the County Clerk, the Clerk of the Surrogate's Court, the District Attorney, The Commissioner of Jurors, the Assistant Medical Examiner, other County officers, and the Court of Special Sessions.

I have also assigned the large front room and two additional rooms on the top floor to the Richmond County Bar Association for a county law library, and for meeting and business purposes connected with the affairs of the Association.

The total appropriations made from time to time by the Board of Estimate for land, construction of building, formal gardens, and furniture amount to \$964,973.22, and were made in various sums during the terms of Borough Presidents Cromwell, McCormack and myself.

The contracts were signed as follows:

Date of Contract.	Purpose of Contract.	Name of President Signing Same.
Dec. 22/13.	Excavation.	George Cromwell.
Jan. 5/14.	Construction of Foundation, Shell and Roof of Building.	Charles J. McCormack.
July 25/16.	Plumbing.	Henry P. Morrison, Acting-President.
Oct. 9/16.	Incidental Plumbing.	Calvin D. Van Name.
Oct. 13/16.	Heating and Ventilating.	Calvin D. Van Name.
Jan. 3/17.	Interior Construction.	Calvin D. Van Name.
Sep. 17/17.	Electrical Work.	Henry P. Morrison, Acting-President.
Oct. 30/17.	Elevators.	Henry P. Morrison, Acting-President.
Jan. 4/18.	Approach Work.	Henry P. Morrison, Acting-President.
May 8/18.	Lighting Fixtures.	Calvin D. Van Name.
May 9/18.	Clocks.	Calvin D. Van Name.
May 15/19.	Furniture.	John E. Bowe, Acting-President.

Other appropriations and contracts will be necessary for furniture and for beautifying the gardens, which will make the total exceed one million dollars.

The St. George Ferry

The municipal ferry service to Staten Island is maintained by five swift boats—the largest and finest ferryboats in the world, constructed for the city, and put in commission in 1905. They are named “Manhattan,” “Brooklyn,” “Bronx,” “Queens,” and “Richmond.” The schedule time between the Borough of Manhattan and the Borough of Richmond is twenty-three minutes. The number of passengers carried in the year 1918 exceeded 17,000,000, and the number of vehicles exceeded 528,000.

Four of the ferryboats are in constant service. They have a capacity of 2,500 passengers each; and in addition each has space for carrying about twenty-two automobiles. The average daily traffic to and from Manhattan is 50,000. The maximum rush hour traffic is 9,000 per hour. The population and business of the borough are too great for service by ferry only, and the rapidly increasing harbor congestion, a great hindrance to ferry operation, has made necessary some additional means of communication between Staten Island and the other boroughs.

Because of the efforts of leading men and influential organizations coupled with natural advantages, the population of the borough has greatly increased, and the industries have developed on a large scale, and to such a degree that the municipal ferry is not able to comfortably or expeditiously handle the increasing daily passenger and vehicular traffic.

The development of the port is retarded by the loss of time (which is money) of high powered auto trucks standing in long lines awaiting passage on the overcrowded boats.

Let us look at some figures as to this loss to the public. It is a common sight to see in line awaiting turn on the boats forty auto-trucks and touring cars. Strike an average of \$4,000 for each truck or car, and you have in the line standing idle a value of \$160,000.

Again assume that there are of the forty vehicles thirty auto-trucks, each with an average load of the value of \$2,000, there is an additional sum standing idle of \$60,000. In all, idle capital amounting to \$220,000.

I feel sure that no other city in the world would tolerate this large waste.

Many trucks are loaded with foodstuffs that are needed at their destinations and enhanced in cost by the waste of capital and time of men before reaching the retail stores.

I have made application for the construction of five new ferryboats of the character and size of the "Richmond"; one to be launched in 1921, and one each succeeding year.

New Ferries

Two new ferries have been established; one from the terminal of the Municipal Ferry at St. George to Bay Ridge, Brooklyn, and the other from Linoleumville to Carteret, New Jersey.

There are in use on both ferries, ferryboats, commodious and strong, with a capacity for carrying numbers of trucks and automobiles.

Shortening the Time of Travel by Improved Streets Between the Shores East and West, and North and South

With limited funds for the purpose of construction of improved pavements each year, it becomes important that there should be some fixed policy as to the selection of highways upon which to make expenditures. Two methods are suggested. One is to improve short stretches of streets within the thickly populated towns; and the other is to improve long stretches of highways running north and south, and long stretches of highways running east and west, and thus shorten the time of travel between towns of importance and between attractive locations; in other words, by the latter plan to make the borough more compact, endeavor to have no isolated villages, no feeling of clannishness for this shore or that shore, make the people of all shores

neighbors, and encourage the extension of all towns large and small until all have grown together. For a time at least the latter method should be used.

If I am allowed to carry on my plans in this respect there will soon be a feeling that all of our people are residing in the same civic division. Although the present names for convenience of designations of locations may continue, the feeling of distance will no longer be apparent.

This idea will be carried out by the proposed improvement of Richmond Avenue, Richmond Turnpike, Richmond Road, Willow Brook Road, Arthur Kill Road, Manor Road, Clove Road and Rockland Avenue.

In adhering to the policy of using the limited funds awarded to me by the Board of Estimate to shorten time of travel between the towns and between the shores, the nine and one-half miles from New Dorp to the Perth Amboy Ferry, comprising the Amboy Road and Bentley Street, were paved with a wearing surface of bituminous concrete, two inches thick, on a concrete foundation six inches thick. This is said to be the most delightful riding surface to be found anywhere. The asphalt used is genuine Bermudez Lake asphalt, from Venezuela, South America.

The expense of such a pavement one or two years hence will be prohibitive if the rapidly mounting costs of labor and materials continue their upward trend. Hence it is imperative that this pavement be carefully protected from rough use by auto-trucks.

An awakening is in the growing size of the auto-truck, now approaching fifteen ton load capacity. These large auto-trucks will be very destructive to bituminous covered pavements. They were not laid for heavy wear. Such wear and tear were not known when they were planned and could not reasonably have been anticipated.

If the heavy trucks cannot be excluded from the Amboy Road its bituminous pavement, which is the finest in the world, will be destroyed.

When the late Henry P. Morrison, then Commissioner of Public Works, which office he held at the

time of his death, and Theodor S. Oxholm, Chief Engineer, planned and drew specifications for this pavement, the large auto-truck with a carrying capacity of nine tons, now often seen on our highways, was in the experimental stage, and no provision was made for an attack upon the wearing quality of this character of pavement that these heavy trucks will make. Many of the heavy trucks are not destined for points in the borough, but they are doing a growing business between Baltimore, Wilmington, Philadelphia, New York City and New England.

The Arthur Kill Road will rapidly go to destruction under heavy wear—it being a *tarvia macadam* highway; and it will be necessary to pave it with a heavy cement concrete pavement as soon as the Board of Estimate will make the necessary appropriation. It will cost a great deal, but I will apply for the funds, confident of the support of our people in making the large outlay to relieve the congestion on the Amboy Road.

One severe winter with the truck travel would at once destroy the ten miles of the Arthur Kill Road, and make it impassable, unless paved with cement concrete as suggested. As much of the trucking is inter-state, and necessary for the business of the entire city, the Board should consider this fact when the application for funds is made, and not put a heavy burden of assessment upon this borough.

Richmond Avenue, running almost north and south from the Kill Van Kull at Port Richmond to Raritan Bay at Eltingville Shore, has possibilities that are important to the borough, and it is my ambition to extend the present smooth pavement of bituminous concrete southerly across Fresh Kills Bridge to Amboy Road at Eltingville, and on to the Southfield Boulevard and Raritan Bay at Eltingville Shore. It will not be an extravagance. The reduction of time from the Kill Van Kull on the north to Raritan Bay on the south, by use of a new bituminous pavement to twenty minutes will be a creditable achievement. By this improvement Amboy Road, Eltingville Shore and Great Kills will be but one-half hour from the growing City of Bayonne. There

are great probabilities of developments at Eltingville Shore and Great Kills.

A cement concrete pavement has been laid on the Willow Brook Road and has the distinction of being the first concrete pavement laid upon a highway in the city.

After an examination by Commissioner Morrison and Mr. Oxholm of concrete pavements up the State, it was determined to construct such a highway here. The use of cement concrete as a pavement has increased very materially, and improvement in methods and manner of laying it has advanced very much. The results seem satisfactory, and I am anxious to extend the same pavement along Forest Hill Road, Rockland Avenue, and Richmond Road to Amboy Road at Black Horse Tavern.

Willow Brook Road and Rockland Avenue are a beautiful route, passing fields of green, wild hedges, forests and streams, and the ravine at Egbertville, which has been included in the park system of the borough. This drive connects the towns of the north shore with the beaches and the growing localities of the south shore.

The cement to be used in the concrete will make a mosaic pavement. It will bear the traffic without an asphalt surface. It is hoped that this type of road will meet for at least ten years the demands of the heavy auto-trucks. These routes will be charming pleasure drives for those who seek the beautiful rural retreats of the island.

While I have modified the original plans of some years ago for the improvement of Center Street and Tompkins Avenue (sometimes called Rosebank Avenue) which seemed to me too much in advance of the times, yet enough of the original plans has been adopted by me to bring about great improvement in Stapleton, Clifton and Rosebank.

As modified, there will be a wide avenue, where it has been needed, from the park in Stapleton to Vanderbilt Avenue, and there will be constructed sidewalks, curbing, guttering and a bituminous pavement. The curbing, guttering and bituminous pavement will be continued on as far as St. Mary's Avenue.

Manor Road between Richmond Turnpike and Brielle Avenue is paved with macadam covered with tarvia.

As the pavement is not strong enough to withstand the shock of the constant bus travel to and from Sea View Hospital, the continual efforts by the Bureau of Highways to keep it in repair are unavailing.

I have made application successfully to the Board of Estimate for funds with which to lay a pavement of bituminous concrete on a cement concrete foundation. Another much needed improvement will be made.

Richmond Road is a very important highway, being the most direct route from Manhattan and the St. George Ferry southwesterly to Amboy Road and Perth Amboy Ferry, and to the South and West.

It is a city-wide problem. The road is very narrow and has upon each side of the small wagon space sets of rails of the Staten Island Midland Railway Company.

I will obtain the funds with which to improve it so that the space up to and within the rails will be made available as a widening of the highway. The proposed extension of the width of the pavement will become a fact. There is a petition to the Local Board to compel the setting back of the fences for the construction of sidewalks from Concord to New Dorp. This will bring about an improvement that is very much needed.

The old route from New York to Philadelphia and Washington by way of the old Quarantine, now Tompkinsville, and New Blazing Star Ferry will again come to the fore. The Staten Island end of the subway under the bay from Brooklyn will be at or in the neighborhood of Richmond Turnpike. Recently there has been established a ferry across Arthur Kill to Carteret, New Jersey, from the end of Richmond Turnpike at Linoleumville, and if there were a proper pavement the distance could be run by way of this route in short time.

I am urging the importance of the proposed im-

provement and time-saving suggestion upon the members of the Board of Estimate. There have been a number of private plans filed in the County Clerk's office for the development of large tracts of land on and near this highway. The present pavement is macadam covered with tarvia, and is unfitted to withstand the increasing automobile and auto-truck traffic.

This thoroughfare passes Tompkinsville, Silver Lake Park with the reservoirs, Clove Road, Clove Lakes Park, Little Clove Road, South New York, Castleton Corners (Four Corners), Jewett Avenue, Westerleigh, Willow Brook Road, Richmond Avenue, Bull's Head, Travisville and Linoleumville. It is a direct route from the east side of the borough to the west side of the borough, and to the ferry connecting with New Jersey.

It may be said that the highways of Richmond Borough are the finest in the United States.

Projects are under way for new pavements to be constructed before the end of 1921 which will enlarge the famous improved roadway system of Staten Island to a degree unsurpassed anywhere.

Conclusion

There is a general feeling of confidence that the progress in the borough which has commenced will continue, and there is a determination on the part of the citizens of Richmond Borough to aid the new administration at City Hall.

It is very gratifying to note the pleasant relations existing between our citizens and the Executive of the City and all branches of the City Government. All the members of the Board of Estimate are showing every inclination to aid in the new movement to develop the borough. Our people are well aware that the Board of Estimate is endeavoring to govern our city economically, business-like and decently.

It is a pleasure to write of the great help in the administration of the borough and in its now rapid development received from the three aldermen, who, with me, compose the Local Board. We have been

in complete accord, and perfect harmony has prevailed.

I have been heartily supported by the various officials and employees of this department who have given close application to their work, and have served the public in a manner that has won general commendation.

In the death of Henry P. Morrison, a distinguished civil engineer, and an expert of renown in road building, who had spent years in the service of the State and City, the borough and the municipality have sustained a great loss. He died at his residence in West New Brighton, in this borough, on December 17, 1918.

Superintendent of Street Cleaning, John J. Collins, died at his residence in West New Brighton, in this borough, on February 26, 1919. He was a faithful public official, having served with distinguished honor as Alderman, Sheriff and Superintendent of the Bureau of Street Cleaning.

Excepting the lamented deaths of Commissioner Morrison and Superintendent Collins, there have been no changes in the personnel of the official staff during the past year, and a harmonious relationship continues between all members.

Finally, your Honor, I desire to express my sincere gratification to you and to all members of your administration, and to the various members of the Board of Estimate and the Board of Aldermen, who are all sincerely aiding in the proper conduct of the affairs of the City, for uniform kindness and assistance on all occasions. Without this co-operation my work would have been far more difficult, and the progress now evident everywhere would have been greatly retarded.

Respectfully yours,

CALVIN D. VAN NAME,

President of the Borough of Richmond

